Streets as destinations

canterbury city of imagination **public realm strategy**

January 2008

CANTERBURY
CITY COUNCIL

Streets as destinations

canterbury city of imagination **public realm strategy**

Executive summary

A fundamental change in the way we think about and design streets is underway. The new Government funded publication Manual for Streets expresses new thinking on the design of streets. It identifies streets as key elements of placemaking and emphasises their role in creating successful, well designed urban centres. CABE supports this shift and recommends a strategic approach to the design and management of public spaces underpinned by robust research and evaluation.

Manual for Streets states that principles and objectives for streets should be set out in a public realm strategy. This strategy is Canterbury City Council's first attempt to develop a coherent framework for the phased upgrading and enhancement of streets and associated public space. This document shows what has already been achieved and what remains to be done. It does this by costing nine key individual projects.

Too often street design is dominated by certain stakeholders, resulting in unimaginatively designed streets which have tended to favour motorists over other users. Policy and practice is now moving away from segregation of motorists and civic functions towards a more integrated urban environment.

There is economic value in high quality streets. By improving street quality the popularity of the area is raised. CABE's Paved with Gold study demonstrates a direct link between street quality and property prices. It shows clearly that quality can add at least 5% to the price of homes and to retail rents.

The development of this joined up strategy document clearly illustrates what needs to be done to create a network of high quality pedestrian movement routes and spaces in the city. If this can be achieved it will last many years and will see public life enrich the public realm of the city: streets will become destinations not just thoroughfares.

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Introduction

This public realm strategy for Canterbury represents the initial steps towards achieving an urban renaissance in the City of Canterbury. Although the city has inherited and maintained a rich cultural and historic legacy, highlighted by its World Heritage Site status, much of the public realm that provides the setting for the city's diverse 'offer' falls short, not only in terms of quality and visual appearance, but also in terms of legible pedestrian routes.

Canterbury is a place that has strived to remove the dominance of the motor car from its historic core, whilst attracting visitors as one of the country's top visitor destinations. The resulting environmental enhancements, carried out over a number of years, have been somewhat piecemeal in nature due to funding issues, and have often focussed on specific areas within the city rather than forming part of an holistic, place-making, urban design strategy.

In June 2005 the Yellow Book report 'canterbury: city of imagination' concluded that urban design should be one of the key themes in an Action Plan to make Canterbury "One of Europe's most dynamic, attractive and competitive small cities".

Enhancement of the public realm provides the ideal creative catalyst towards achieving the 'vision' for Canterbury. The multi-disciplinary nature of this approach, the underlying urban design principles of connectivity, adaptability, legibility, permability, and an understanding of the social and economic implications of design and planning decisions reaches beyond simple repaving schemes.

The combination of a 'pedestrian friendly' network of 'living places' and high quality public realm will encourage a vibrant mix of activities and multifunctional services, accessible to both visitors and residents, that would further promote cohesion, inclusion and equal opportunities within the city.

Over the past 17 years Canterbury City Council has undertaken a number of public realm enhancement projects throughout the city using high quality, natural materials. The use of such long lasting materials ensures the local distinctiveness of the city is maintained in a sustainable manner.

Aims of the strategy

The aim of this public realm strategy for Canterbury, building on those projects already completed, is to create a legible network of streets and spaces that not only afford permeable connections to each other and the wider city, but also become destinations in their own right.

Objectives

- To encourage people to walk and cycle rather than drive.
- To strengthen the city's unique historic sense of place.
- To encourage the development of a series of destinations within the city.

Purpose of this document

- To help secure external partnership funding.
- To provide the 'bigger picture' and enable individual schemes to be prioritised and implemented progressively.

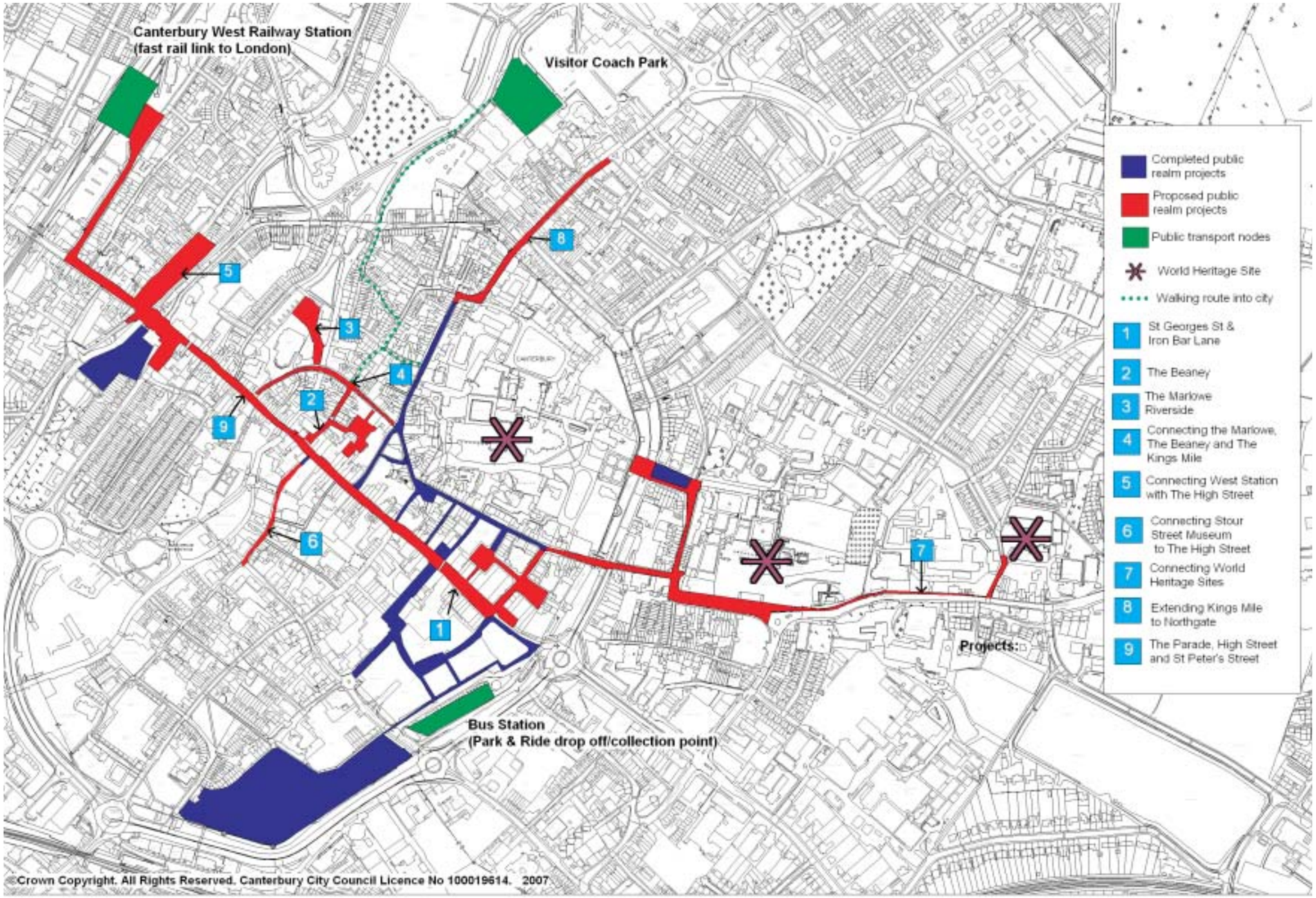
Completed public realm projects - approximate costs at time of completion

Project	Completed	Amount
Tower House (committed project)	due 2009	£200,000.00
King's Mile (Palace Street, Guildhall Street, Sun Yard)	2007	£600,000.00
Lady Wootton's Green	2006	£40,000.00
Whitefriars	2005	£1,5000,000.000
Rose Lane and Rose Square	2003	£800,000.00
The Dane John Restoration	1999	£1,200,000.00
Stour Street (part)	1998	£15,000.00
Burgate, Sun Street, Mercery Lane, Iron Bar Lane	1995	£400,000.00
Longmarket, Butchery Lane	1991	£250,000.00
Sub-total		**£4,805,000.00**

Estimated costs of proposed projects

Estimated costs are shown on each project page as an overall figure (produced January 2008 - valid until January 2010). Larger projects have been divided into component parts and costed. Detailed breakdowns of estimated costs are included as appendices to this strategy.

Key plan of completed and proposed projects


Canterbury West Railway Station
(fast rail link to London)
Visitor Coach Park
Bus Station
(Park & Ride drop off/collection point)
Completed public realm projects
Proposed public realm projects
Public transport nodes
World Heritage Site
Walking route into city
Projects:
1 St Georges St & Iron Bar Lane
2 The Beaney
3 The Marlowe Riverside
4 Connecting the Marlowe, The Beaney and The Kings Mile
5 Connecting West Station with The High Street
6 Connecting Stour Street Museum to The High Street
7 Connecting World Heritage Sites
8 Extending Kings Mile to Northgate
9 The Parade, High Street and St Peter's Street
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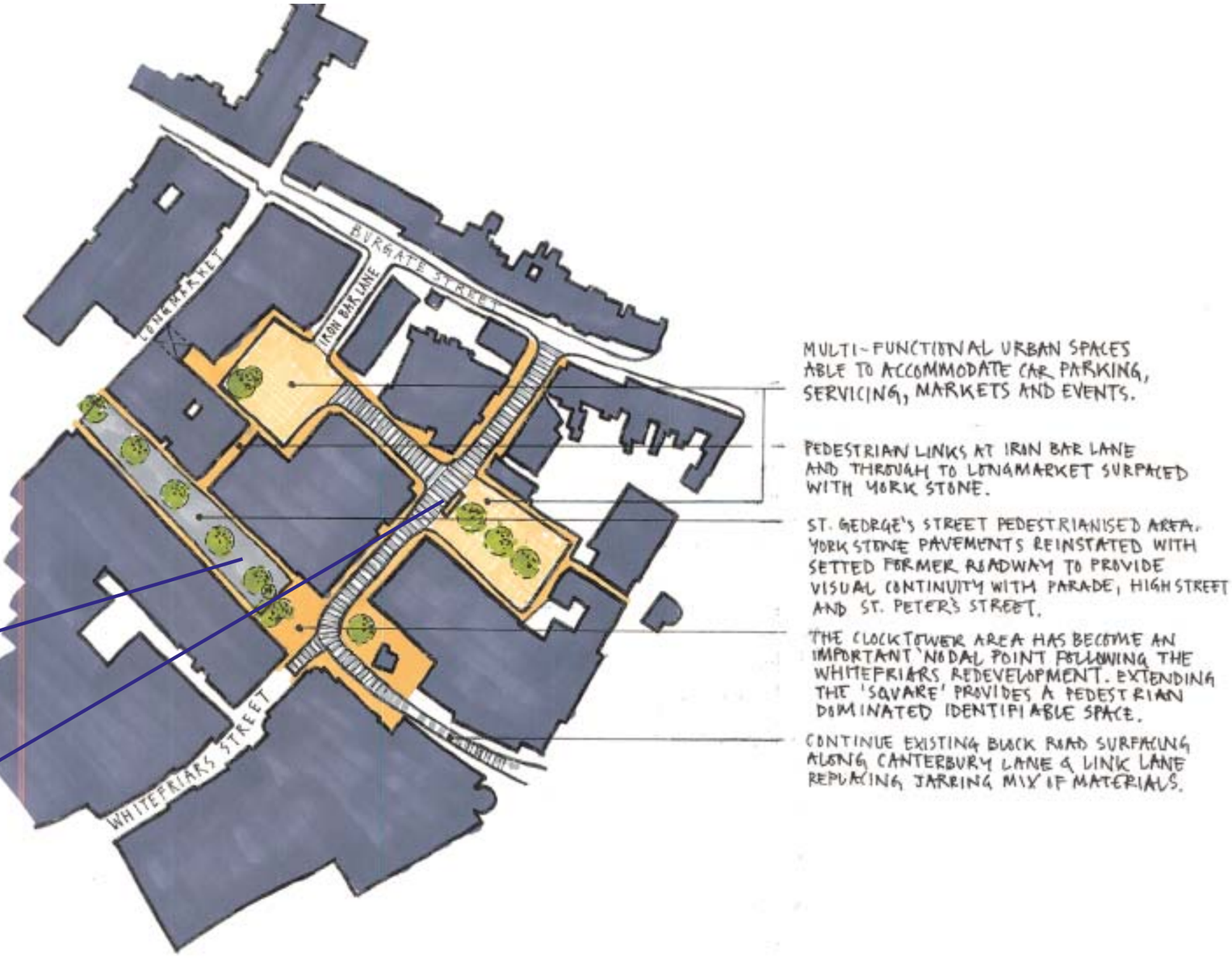
1 St. George's Street and Iron Bar Lane

St. George's Street was one of the first pedestrianised areas in Canterbury. It contains a mix of high street shops of post war construction. This street and the square in Iron Bar Lane are the current locations for Canterbury's weekly markets. The mix of paving and road surfacing materials throughout this area do not sit easily together and betray the fact that previous public realm enhancements have been implemented sporadically and are in need of rationalisation.

The recently completed Whitefriars shopping centre opens into an undefined space near St. George's Clocktower. Apart from the clocktower itself, this space lacks identity and imparts a feeling of disorientation to pedestrians.

Transformation to an identifiable public space would improve the legibility of the city, forming part of the network of small connected urban spaces that are characteristic of this part of the city.


BURGATE STREET
IRON BAR LANE
WHITEFRIARS STREET
MULTI-FUNCTIONAL URBAN SPACES ABLE TO ACCOMMODATE CAR PARKING, SERVICING, MARKETS AND EVENTS.
PEDESTRIAN LINKS AT IRON BAR LANE AND THROUGH TO LONGMARKET SURFACED WITH YORK STONE.
ST. GEORGE'S STREET PEDESTRIANISED AREA. YORK STONE PAVEMENTS REINSTATED WITH SETTED FORMER ROADWAY TO PROVIDE VISUAL CONTINUITY WITH PARADE, HIGH STREET AND ST. PETER'S STREET.
THE CLOCKTOWER AREA HAS BECOME AN IMPORTANT 'NODAL POINT FOLLOWING THE WHITEFRIARS REDEVELOPMENT. EXTENDING THE 'SQUARE' PROVIDES A PEDESTRIAN DOMINATED IDENTIFIABLE SPACE.
CONTINUE EXISTING BLACK ROAD SURFACING ALONG CANTERBURY LANE & LINK LANE REPLACING JARRING MIX IF MATERIALS.

Enhancement work to St. George's Street

Estimated cost
£528,755.42

Enhancement work to Iron Bar Lane, Squares, Canterbury Lane and Clocktower Area

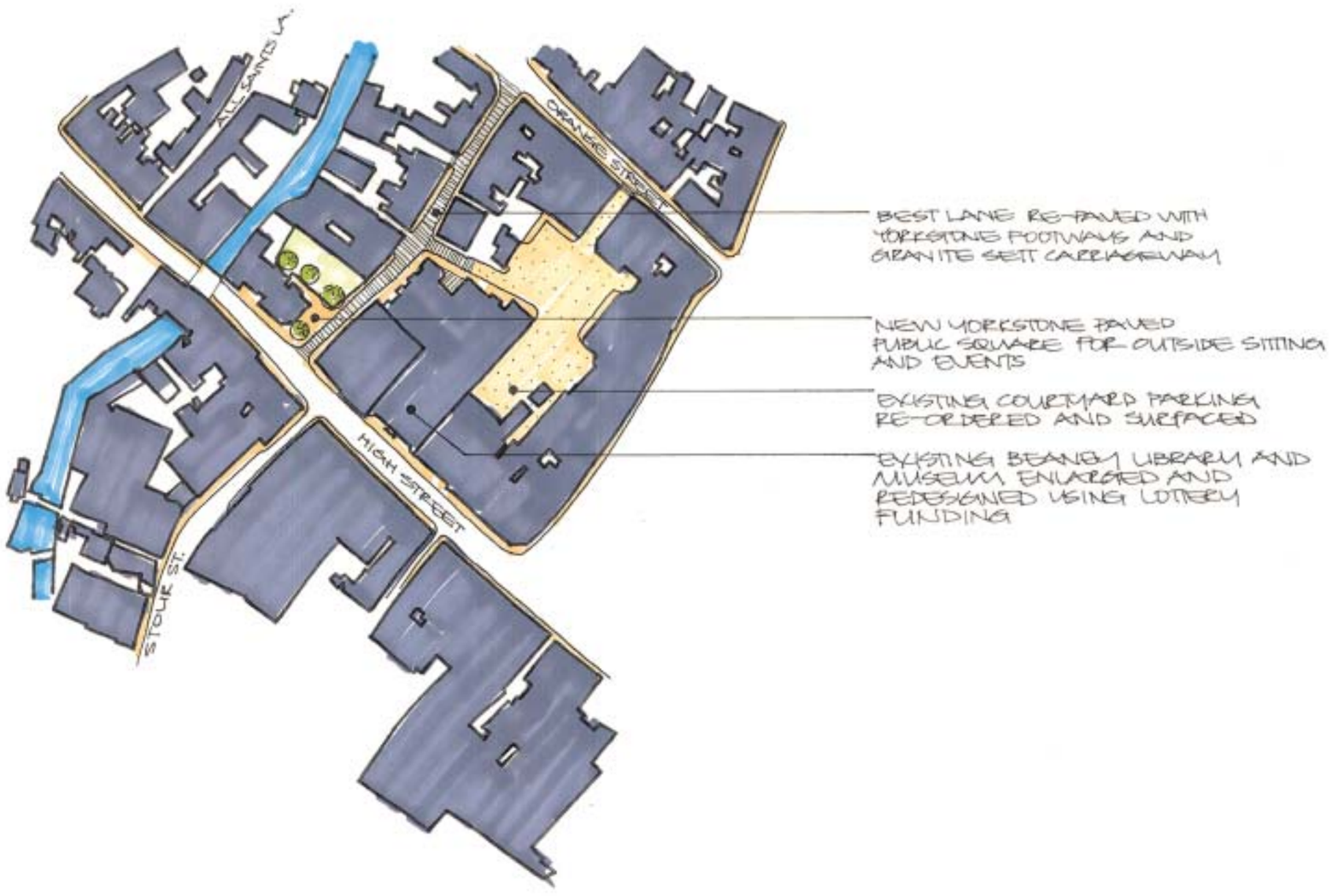
Estimated cost
£629,883.66

2 The Beaney Library and Museum

Canterbury's principal public museum, art gallery and library, known as the Beaney, will be transformed with lottery funding in the next few years. It will be extended and modernised with a new street-level access off Best Lane. It is hoped that a limited amount of City Council funding will enable the public square at the junction of the High Street and a short length of Best Lane extending to the new entrance to be enhanced with new paving, lighting and signage. The intention is that this area will become the city's cultural hub with Wi-Fi connectivity.

Once this is completed it will be important to enhance the surface of the inner courtyard together with the remainder of Best Lane which will comprise yorkstone footways and granite sett road surface. This addition will form part of the link between two key cultural centres - the Marlowe Theatre and the Beaney.

Estimated cost
£333,591.12


ALL SAINTS LA.
ORANGE STREET
HIGH STREET
STOUR ST.
BEST LANE RE-PAVED WITH YORKSTONE FOOTWAYS AND GRANITE SETT CARRIAGEWAY
NEW YORKSTONE PAVED PUBLIC SQUARE FOR OUTSIDE SITTING AND EVENTS
EXISTING COURTYARD PARKING RE-ORDERED AND SURFACED
EXISTING BEANEY LIBRARY AND MUSEUM ENLARGED AND REDESIGNED USING LOTTERY FUNDING

3 The Marlowe Riverside

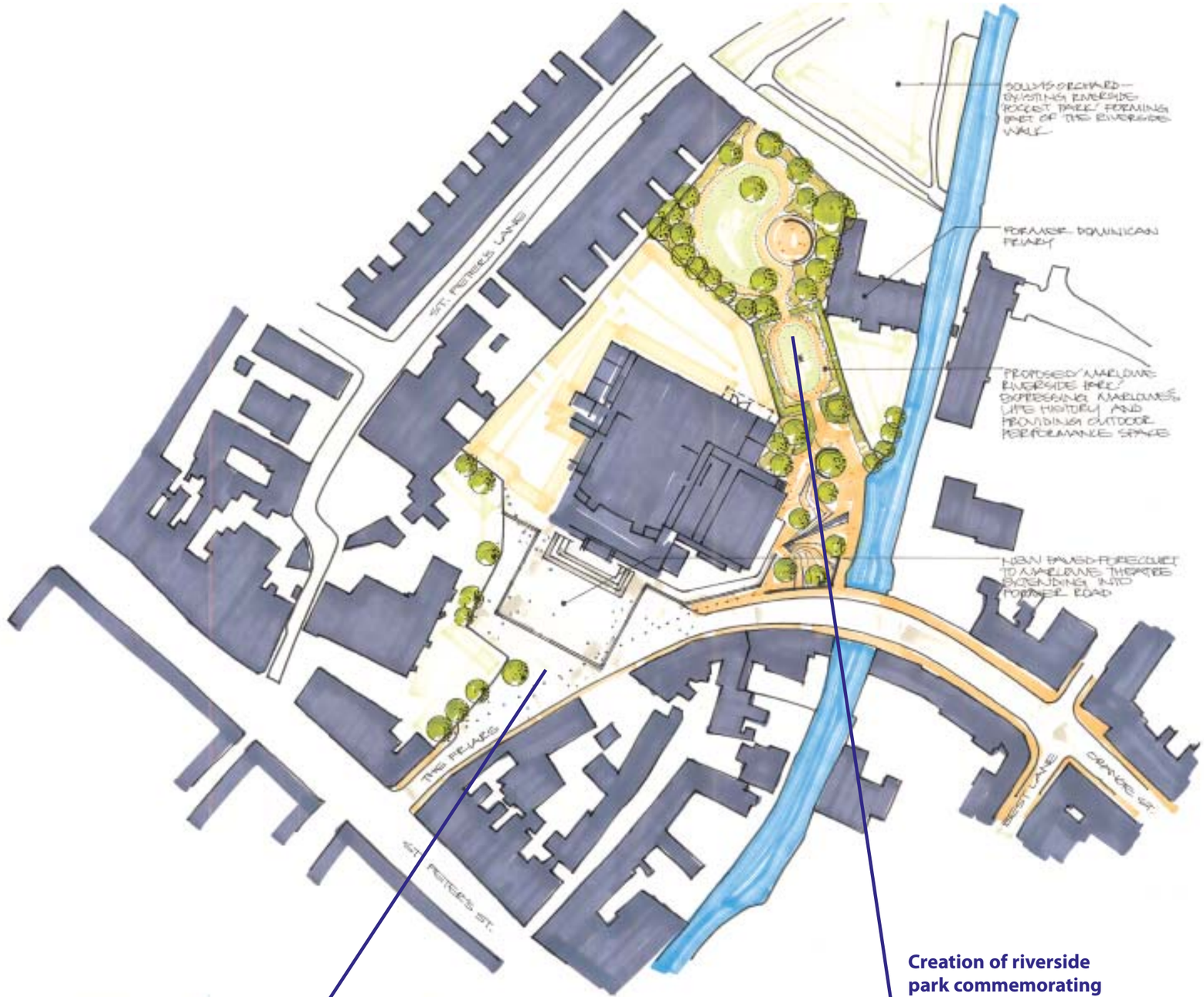
The proposed architectural remodelling of the existing building and the acquisition of the neighbouring Friars Motor Company will require funding in the order of £24 million. This does not include the design and construction of the outside space surrounding the new theatre. Both the front forecourt and the riverside setting provide great opportunities for the creation of new and exciting public realm which will enable public access to this new cultural hub to be woven into the existing pedestrian network of the city.

This proposal provides a series of interconnected high quality urban spaces, which, together provide a more appropriate setting and are better able to complement this new cultural hub for the city. The key attributes of this option are as follows:

- New urban square created at the front of the building using high quality natural stone paving. This is the reception space for visitors who arrive at the theatre having walked through the tightly enclosed streets of the medieval city. It provides the setting for the building and vantage point from which it can be viewed and comprehended. It is a space which vehicles can drive over to access the parking and service areas to the side and rear of the building, but its design will emphasise its primary purpose which is for people on foot. It will be a dynamic space, colourful and exciting during the day and imaginatively illuminated at night. It will be available for events and performances.

- A series of three interconnected garden spaces, each designed to reflect a phase in the life of Christopher Marlowe and celebrate the story of his enigmatic and turbulent life have been created on the river frontage.

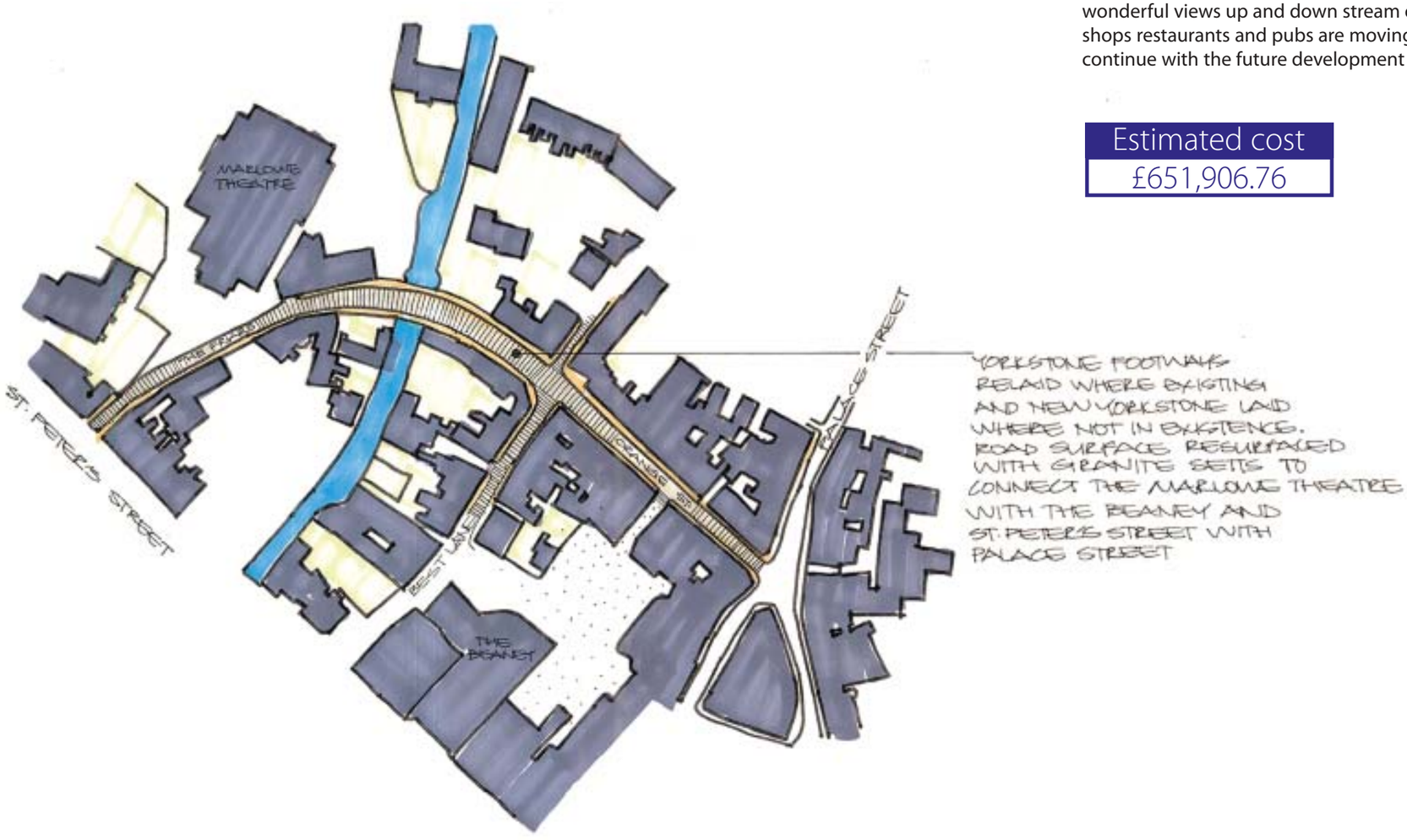
  This linear 'pocket park' will provide a setting for new sculpture, an outdoor theatre for drama and music, interpretation of Marlowe's path through life and his great literary works, riverside terraces for theatre-goers to use during intervals and a new link in the riverside walk that runs throughout the city.



4 Connecting the Marlowe Theatre, Beaney Library and the King's Mile

This narrow, crescent-shaped intimate lane connecting St Peter's Street with the newly finished King's Mile enhancement at Palace Street represents an important link route in the city. It connects two major shopping streets as well as linking the Marlowe Theatre with the Beaney Museum and Library. It crosses the river Stour and provides wonderful views up and down stream of hidden Canterbury. Already, shops restaurants and pubs are moving into the street; a trend likely to continue with the future development of the Marlowe Theatre.

Estimated cost
£651,906.76


MARLOWE THEATRE
ST. PETER'S STREET
BEST LANE
KING'S MILE
PALACE STREET
THE BEANEY
YORKSTONE FOOTWAYS RELAID WHERE EXISTING AND NEW YORKSTONE LAID WHERE NOT IN EXISTENCE. ROAD SURFACE RESURFACED WITH GRANITE SETTS TO CONNECT THE MARLOWE THEATRE WITH THE BEANEY AND ST. PETER'S STREET WITH PALACE STREET

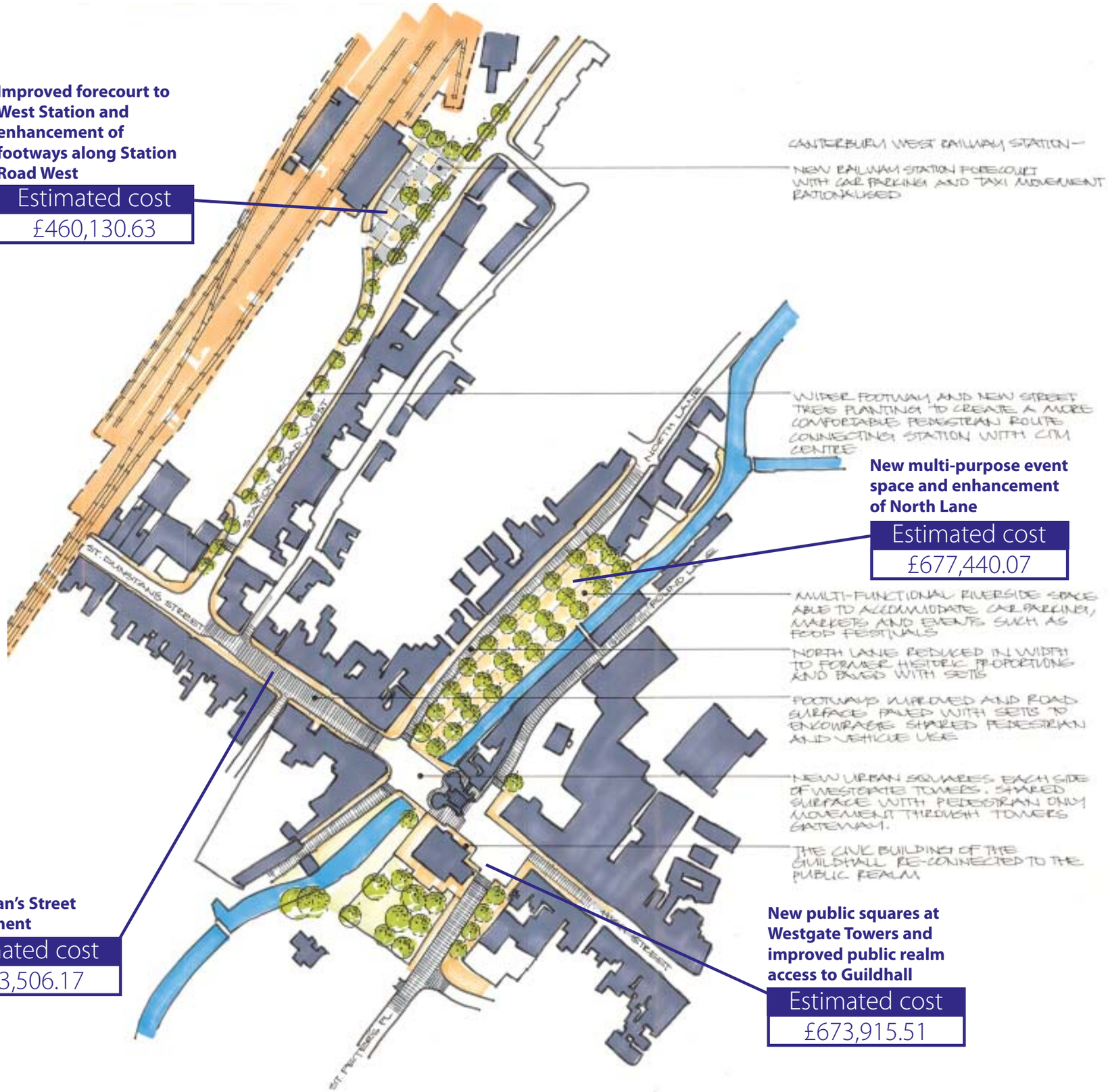
5 Connecting the West Station with the High Street

Canterbury will be just over one hours journey time from the centre of London when the new fast rail link begins to operate from Canterbury West railway station in the next few years.

This is likely to impact on the city and surrounding towns and villages as more people seek to settle in the locality and work in the capital. It will also increase the importance of the Westgate Towers as a main gateway to the city; already the main entrance/exit point for University of Kent students and as an approach from the coastal towns.

Change, to create a more favourable urban environment for people to use is possible and would serve to re-connect the outlying St Dunstan's with the main High Street. At present traffic passes through and around the Westgate Towers forcing people on foot to experience a poor quality, circuitous route in order to enter and leave the city.

It is hoped that traffic can be re-routed using a new link road to enable a significantly reduced traffic flow to share new public spaces. A multi-purpose riverside event space is envisaged. This could be used for parking and for special events throughout the year.


CANTERBURY WEST RAILWAY STATION –
NEW RAILWAY STATION FORECOURT WITH CAR PARKING AND TAXI MOVEMENT RATIONALISED
WIDER FOOTWAY AND NEW STREET TREES PLANTING TO CREATE A MORE COMFORTABLE PEDESTRIAN ROUTE CONNECTING STATION WITH CITY CENTRE
MULTI-FUNCTIONAL RIVERSIDE SPACE ABLE TO ACCOMMODATE CAR PARKING, MARKETS AND EVENTS SUCH AS FOOD FESTIVALS
NORTH LANE REDUCED IN WIDTH TO FORMER HISTORIC PROPORTIONS AND PAVED WITH SETTS
FOOTWAYS IMPROVED AND ROAD SURFACE PAVED WITH SETTS TO ENCOURAGE SHARED PEDESTRIAN AND VEHICLE USE
NEW URBAN SQUARES EACH SIDE OF WESTGATE TOWERS, SHARED SURFACE WITH PEDESTRIAN ONLY MOVEMENT THROUGH TOWERS GATEWAY.
THE CIVIC BUILDINGS OF THE GUILDHALL RE-CONNECTED TO THE PUBLIC REALM
NORTH LANE
ST. DUNSTANS STREET
ST. PETERS PL

Improved forecourt to West Station and enhancement of footways along Station Road West

Estimated cost
£460,130.63

New multi-purpose event space and enhancement of North Lane

Estimated cost
£677,440.07

St. Dunstan's Street enhancement

Estimated cost
£313,506.17

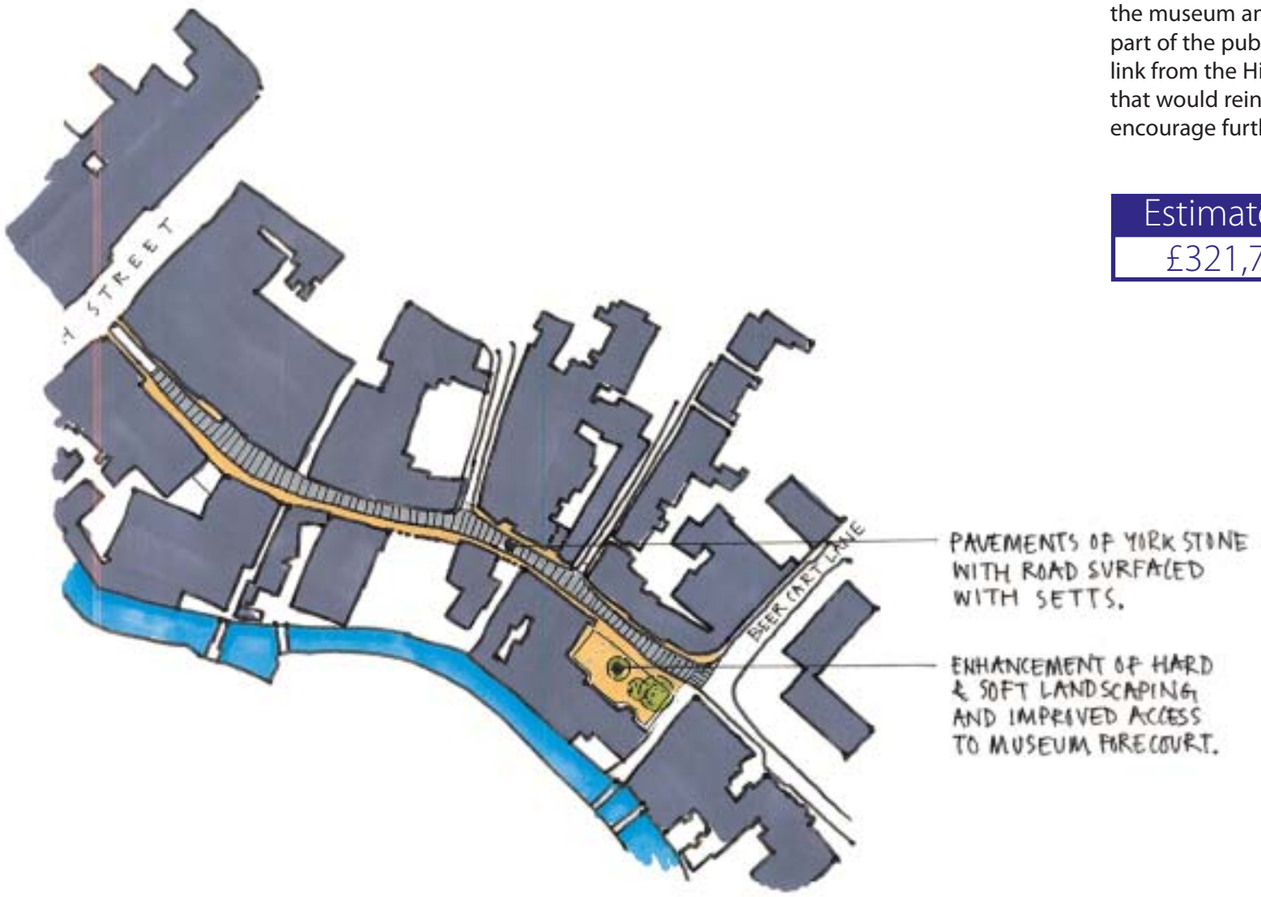
New public squares at Westgate Towers and improved public realm access to Guildhall

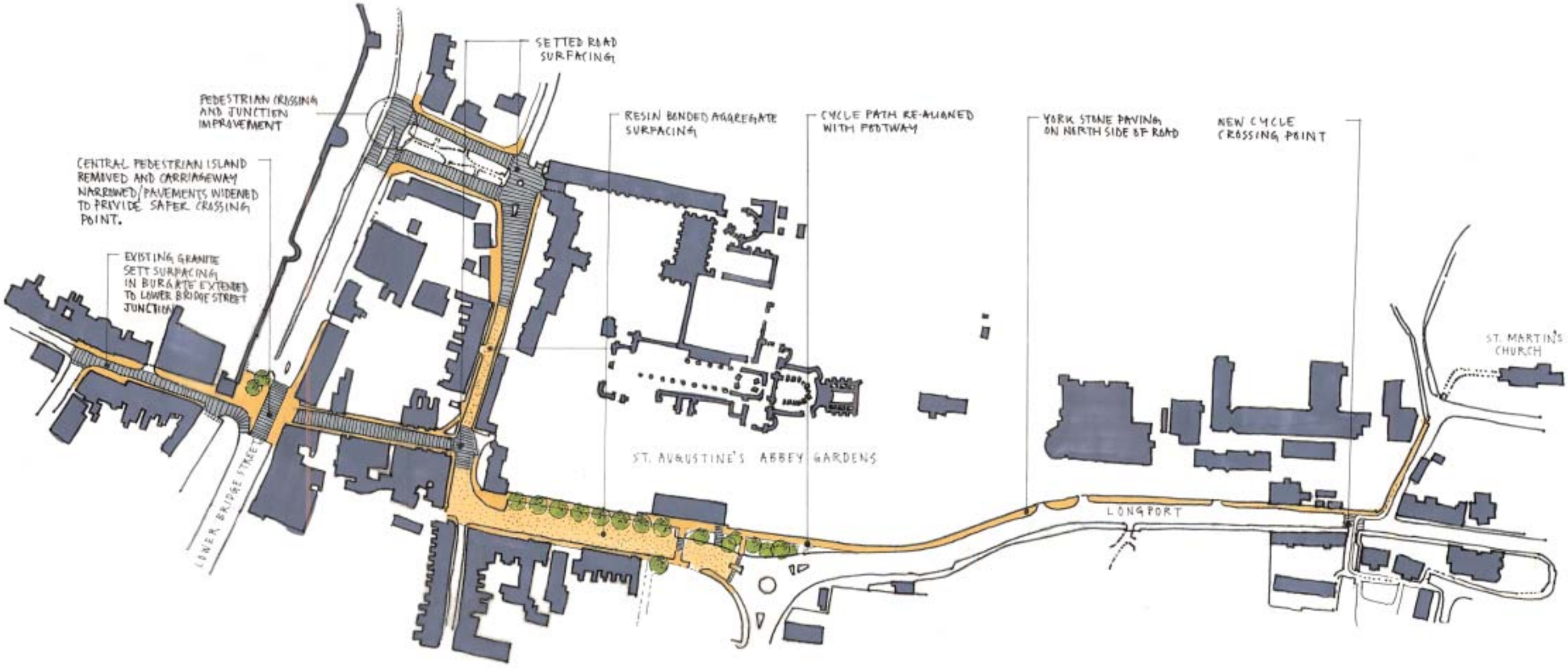
Estimated cost
£673,915.51

6 Connecting the Museum of Canterbury to the High Street

When looking into Stour Street from the High Street the initial impression is that this is a servicing area due to the large vehicle entrance to the Post Office yard on the right and the car park entrance to the Abode Hotel on the left. A signpost to the museum and two telephone kiosks indicate this is actually part of the public realm. This project would provide a visual link from the High Street using high quality paving materials that would reinforce the public 'ownership' of the space and encourage further exploration beyond the High Street.

Estimated cost
£321,718.17


STREET
BEER CART LANE
PAVEMENTS OF YORK STONE WITH ROAD SURFACED WITH SETTS.
ENHANCEMENT OF HARD & SOFT LANDSCAPING AND IMPROVED ACCESS TO MUSEUM FORECOURT.


SETTED ROAD SURFACING
PEDESTRIAN CROSSING AND JUNCTION IMPROVEMENT
RESIN BONDED AGGREGATE SURFACING
CYCLE PATH RE-ALIGNED WITH FOOTWAY
YORK STONE PAVING ON NORTH SIDE OF ROAD
NEW CYCLE CROSSING POINT
CENTRAL PEDESTRIAN ISLAND REMOVED AND CARRIAGEWAY NARROWED/PAVEMENTS WIDENED TO PROVIDE SAFER CROSSING POINT.
EXISTING GRANITE SETT SURFACING IN BURGATE EXTENDED TO LOWER BRIDGE STREET JUNCTION
ST. MARTIN'S CHURCH
ST. AUGUSTINE'S ABBEY GARDENS
LONGPORT
LOWER BRIDGE ST

7 Connecting World Heritage Sites

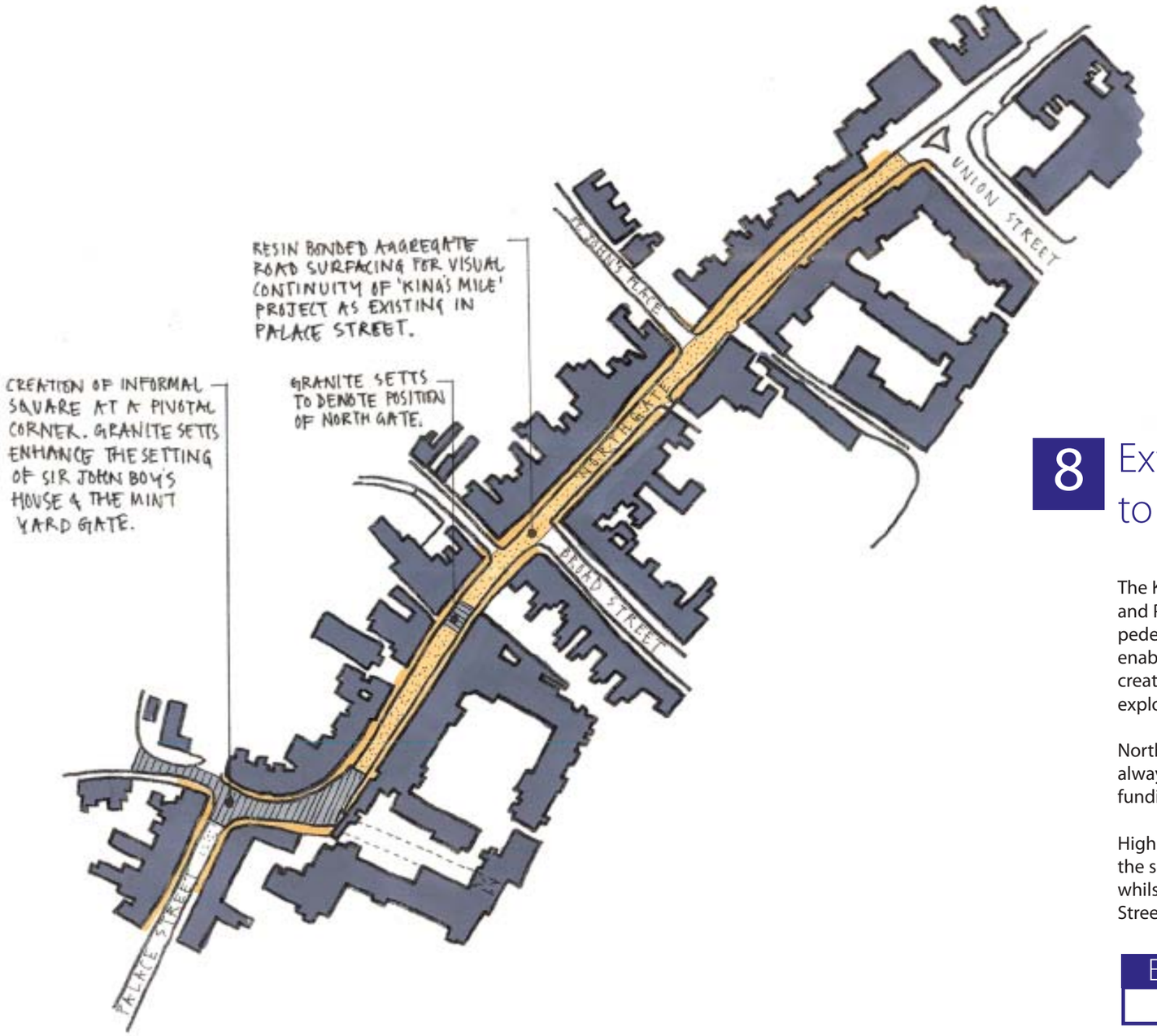
Longport/A257 is the main approach into Canterbury from the east. The road feeds into the main traffic circulatory route around the city at the roundabout junction with Upper Chantry Lane whilst local traffic continues past St. Augustine's Abbey Gardens. This route into the city connects St. Martin's Church, St. Augustine's Abbey Ruins and Canterbury Cathedral - the three constituent parts of Canterbury's World Heritage Site.

Completion of this project would provide significant improvements to pedestrian and cycling accessibility to and from the city centre and enhance the historic environment through Longport and Church Street St. Paul's. Local businesses within these streets would benefit from the increased footfall generated by the improved 'sense of place'. Public realm enhancement would also highlight the significant buildings in this area such as the Cemetery Gate and Fyndon Gate.

Lower Bridge Street carries through traffic and is a barrier to pedestrian movement due to the volume of traffic, and the width of the crossing area between Church Street St. Paul's and Burgate. A major aim of this proposal is the widening of the footpaths and narrowing of the carriageway here to provide a safe crossing point where the pedstrian has priority.

The continued use of granite setts and york stone paving (as existing in Burgate) will act as a visual marker of the walkable route and as a natural traffic calming measure.

Estimated cost
£1,679,986.47


RESIN BONDED AGGREGATE ROAD SURFACING FOR VISUAL CONTINUITY OF 'KING'S MILE' PROJECT AS EXISTING IN PALACE STREET.
GRANITE SETTS TO DENOTE POSITION OF NORTH GATE.
CREATION OF INFORMAL SQUARE AT A PIVOTAL CORNER. GRANITE SETTS ENHANCE THE SETTING OF SIR JOHN BOY'S HOUSE & THE MINT YARD GATE.
ST JOHN'S PLACE
NORTH GATE
UNION STREET
BROAD STREET
PALACE STREET

8 Extending the King's Mile to Northgate

The King's Mile enhancement scheme along Guildhall Street and Palace Street has successfully transformed the area into a pedestrian priority area. Widened pavements in Palace Street enable restaurants and bars to extend out into the street, creating an attractive alfresco environment that encourages exploration and relaxation even after dark.

Northgate, with its specialist shops and restaurants, was always intended to be part of this project, but at the time, funding wasn't available.

High quality paving at the Staplegate corner would enhance the setting of the Mint Yard Gate and Sir John Boys House, whilst the continuation of the surface treatments in Palace Street along Northgate would reinforce the King's Mile 'brand'.

Estimated cost
£408,863.04

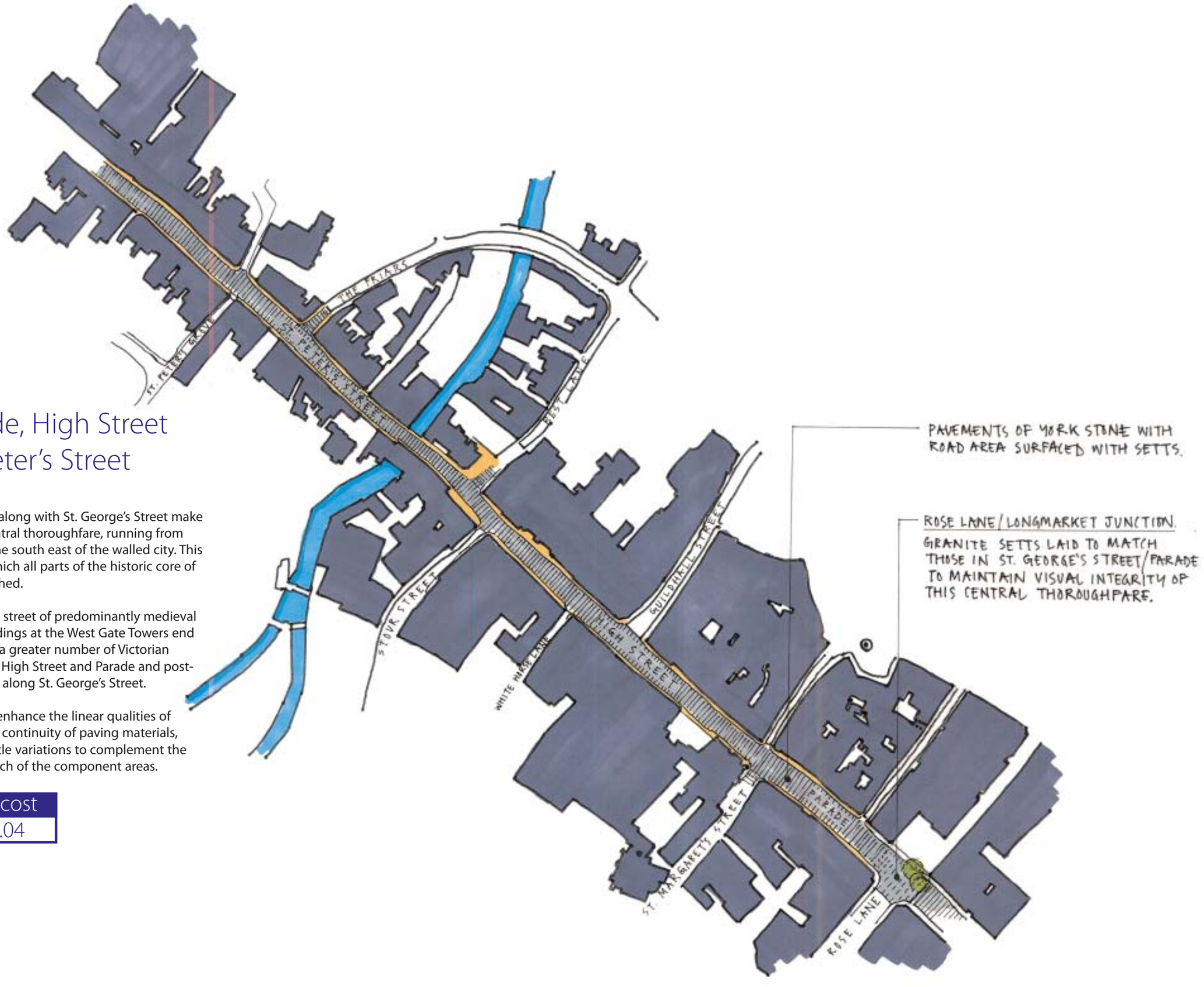
9 The Parade, High Street and St. Peter's Street

These three streets along with St. George's Street make up Canterbury's central thoroughfare, running from the north west to the south east of the walled city. This is the spine from which all parts of the historic core of the city can be reached.

St. Peter's Street is a street of predominantly medieval timber-framed buildings at the West Gate Towers end with, progressively, a greater number of Victorian buildings along the High Street and Parade and post-war redevelopment along St. George's Street.

This project would enhance the linear qualities of these streets by the continuity of paving materials, whilst allowing subtle variations to complement the characteristics of each of the component areas.

Estimated cost
£408,863.04


THE FRIARS
ST. PETER'S STREET
WEST LANE
ST. PETER'S GRAVE
STOUR STREET
GUILDHALL STREET
WHITE HORSE LANE
HIGH STREET
PARADE
ST. MARGARET'S STREET
ROSE LANE
PAVEMENTS OF YORK STONE WITH ROAD AREA SURFACED WITH SETTS.
ROSE LANE/LONGMARKET JUNCTION.
GRANITE SETTS LAID TO MATCH THOSE IN ST. GEORGE'S STREET/PARADE TO MAINTAIN VISUAL INTEGRITY OF THIS CENTRAL THOROUGHFARE.

Appendices: Estimated breakdown of costs for each project

1 St. George's Street and Iron Bar Lane.

Enhancement work to St. George's Street

Description	Quantity	Unit	Rate	Amount
Site Clearance		item		£5,000.00
Drainage		item		£15,000.00
Earthworks	772	m3	50	£38,600.00
Footways (Sawn/Textured Yorkstone)	600	m2	100	£60,000.00
Granite Channel	200	m	50	£10,000.00
Type 1 Sub-base	234	m3	50	£11,700.00
150mm concrete roadbase	1100	m2	20	£22,000.00
Sawn Granite Setts	1100	m2	120	£132,000.00
Trees and Tree Pits	10	no	2500	£25,000.00
Decorative lighting/EDF connection	6	no	1500	£9,000.00
Signage/Bollards/Banners		item		£20,000.00
Street Furniture (seats/bins/cycle racks)		item		£20,000.00
SUB-TOTAL				**£368,300.00**
Construction Cost Inflation	2 years		5.0%	£18,415.00
SUB-TOTAL				**£386,715.00**
Preliminaries			10.0%	£38,671.50
SUB-TOTAL				**£425,386.50**
Contingency			10.0%	£42,538.65
SUB-TOTAL				**£467,925.15**
Fees			13.0%	£60,830.27

OVERALL COST ESTIMATE **£528,755.42**

Enhancement work to Iron Bar Lane, Squares, Canterbury Lane and Clocktower Area

Description	Quantity	Unit	Rate	Amount
Site Clearance		item		£5,000.00
Drainage		item		£15,000.00
Earthworks	1307	m3	50	£65,350.00
Footways (Sawn/Textured Yorkstone)	1053	m2	100	£105,300.00
Type 1 Sub-base	533	m3	50	£26,650.00
120mm bituminous roadbase	2849	m2	20	£56,980.00
Buff coloured 'tegula' block paving	2849	m2	40	£113,960.00
Trees and Tree Pits	5	no	2500	£12,500.00
Decorative lighting/EDF connection	12	no	1500	£18,000.00
Signage/Bollards/Banners		item		£10,000.00
Street Furniture (seats/bins/cycle racks)		item		£10,000.00
SUB-TOTAL				**£438,740.00**
Construction Cost Inflation	2 years		5.0%	£21,937.00
SUB-TOTAL				**£460,677.00**
Preliminaries			10.0%	£46,067.70
SUB-TOTAL				**£506,744.70**
Contingency			10.0%	£50,674.47
SUB-TOTAL				**£557,419.17**
Fees			13.0%	£72,464.49

OVERALL COST ESTIMATE **£629,883.66**

2 The Beaney Library and Museum

Description	Quantity	Unit	Rate	Amount
Drainage		item		£15,000.00
Earthworks	192	m3	50	£9,600.00
Footways (Sawn/Textured Yorkstone)	360	m2	100	£36,000.00
Granite Channel	104	m	50	£5,200.00
150mm concrete roadbase	304	m2	20	£6,080.00
Type 1 Sub-base	82	m3	50	£4,100.00
Plane and resurface c/way	1425	m2	13	£18,525.00
Resin bonded aggregate	1425	m2	35	£49,875.00
Sawn Granite Setts	304	m2	120	£36,480.00
Trees and Tree Pits	1	no	2500	£2,500.00
Decorative lighting/EDF connection	6	no	1500	£9,000.00
Signage/Bollards/Banners		item		£20,000.00
Street Furniture (seats/bins/cycle racks)		item		£20,000.00
SUB-TOTAL				**£232,360.00**
Construction Cost Inflation	2 years		5.0%	£11,618.00
SUB-TOTAL				**£243,978.00**
Preliminaries			10.0%	£24,397.80
SUB-TOTAL				**£268,375.80**
Contingency			10.0%	£26,837.58
SUB-TOTAL				**£295,213.38**
Fees			13.0%	£38,377.74

OVERALL COST ESTIMATE **£333,591.12**

3 The Marlowe Riverside

Creation of Marlowe Theatre urban square

Description	Quantity	Unit	Rate	Amount
Earthworks	231	m3	50	£11,550.00
Granite Channel	50	m	50	£2,500.00
Type 1 Sub-base	82	m3	50	£4,100.00
150mm concrete roadbase	545	m2	20	£10,900.00
Sawn Granite Setts	545	m2	120	£65,400.00
SUB-TOTAL				**£94,450.00**
Construction Cost Inflation	2 years		5.0%	£4,722.50
SUB-TOTAL				**£99,172.50**
Preliminaries			10.0%	£9,917.25
SUB-TOTAL				**£109,089.75**
Contingency			10.0%	£10,908.98
SUB-TOTAL				**£119,998.73**
Fees			13.0%	£15,599.83

OVERALL COST ESTIMATE **£135,598.56**

Creation of riverside park commemorating the life of Christopher Marlowe

Description	Quantity	Unit	Rate	Amount
Rebuild riverside wall	21	m		£30,000.00
Freestanding stone walls (1.6m av high)	38	m		£35,000.00
Polished stone wall/seat	12	m		£20,000.00
Paving - terraced steps	310	m2	200	£62,000.00
Paving - yorkstone flags & cobbles	56	m2	200	£11,200.00
Paving - bonded aggregate on bitmac	101	m2	140	£14,140.00
Paving - circular plinth	48	m2	200	£9,600.00
Plant bed	366	m2	50	£18,300.00
Lawn	207	m2	20	£4,140.00
Hedge	32	m	80	£2,560.00
Trees	19	no	250	£4,750.00
SUB-TOTAL				**£211,690.00**
Construction Cost Inflation	2 years		5.0%	£10,584.50
SUB-TOTAL				**£222,274.50**
Preliminaries			10.0%	£22,227.45
SUB-TOTAL				**£244,501.95**
Contingency			10.0%	£24,450.20
SUB-TOTAL				**£268,952.15**
Fees			13.0%	£34,963.78

OVERALL COST ESTIMATE **£303,915.92**

4 Connecting the Marlowe Theatre, Beaney Library and the King's Mile

Description	Quantity	Unit	Rate	Amount
Site Clearance		item		£5,000.00
Drainage		item		£30,000.00
Earthworks	781	m3	50	£39,050.00
Footways (Sawn/Textured Yorkstone)	614	m2	100	£61,400.00
Relay existing yorkstone	200	m2	35	£7,000.00
Granite Kerbing	509	m	50	£25,450.00
Relay existing granite kerbing	509	m	30	£15,270.00
Type 1 Sub-base	317	m3	50	£15,850.00
150mm concrete roadbase	1429	m2	20	£28,580.00
Sawn Granite Setts	1429	m2	120	£171,480.00
Decorative lighting/EDF connection	10	no	1500	£15,000.00
Signage/Bollards/Banners		item		£20,000.00
Street Furniture (seats/bins/cycle racks)		item		£20,000.00
SUB-TOTAL				**£454,080.00**
Construction Cost Inflation	2 years		5.0%	£22,704.00
SUB-TOTAL				**£476,784.00**
Preliminaries			10.0%	£47,678.40
SUB-TOTAL				**£524,462.40**
Contingency			10.0%	£52,446.24
SUB-TOTAL				**£576,908.64**
Fees			13.0%	£74,998.12

OVERALL COST ESTIMATE **£651,906.76**

5 Connecting the West Station with the High Street

Improved forecourt to West Station and enhancement of footways along Station Road West

Description	Quantity	Unit	Rate	Amount
Drainage		item		£20,000.00
Earthworks	823	m3	50	£41,150.00
Footways (Sawn/Textured Yorkstone)	840	m2	100	£84,000.00
Type 1 Sub-base	279	m3	50	£13,950.00
Granite kerbing	468	m	50	£23,400.00
Buff coloured 'tegula' block paving	1300	m2	40	£52,000.00
120mm bituminous roadbase	1300	m2	20	£26,000.00
Decorative lighting/EDF connection	10	no	1500	£15,000.00
Trees and tree pits	10	no	2500	£25,000.00
Signage/Bollards/Banners		item		£10,000.00
Street Furniture (seats/bins/cycle racks)		item		£10,000.00
SUB-TOTAL				**£320,500.00**
Construction Cost Inflation	2 years		5.0%	£16,025.00
SUB-TOTAL				**£336,525.00**
Preliminaries			10.0%	£33,652.50
SUB-TOTAL				**£370,177.50**
Contingency			10.0%	£37,017.75
SUB-TOTAL				**£407,195.25**
Fees			13.0%	£52,935.38
OVERALL COST ESTIMATE				**£460,130.63**

St. Dunstan's Street enhancement

Description	Quantity	Unit	Rate	Amount
Earthworks	182	m3	50	£9,100.00
Footways (Sawn/Textured Yorkstone)	100	m2	100	£10,000.00
Relay existing yorkstone	200	m2	35	£7,000.00
Type 1 Sub-base	171	m3	50	£8,550.00
150mm concrete roadbase	1073	m2	20	£21,460.00
Relay existing granite kerbing	150	m	30	£4,500.00
Sawn Granite Setts	1073	m2	120	£128,760.00
Decorative lighting/EDF connection	6	no	1500	£9,000.00
Signage/Bollards/Banners		item		£10,000.00
Street Furniture (seats/bins/cycle racks)		item		£10,000.00
SUB-TOTAL				**£218,370.00**
Construction Cost Inflation	2 years		5.0%	£10,918.50
SUB-TOTAL				**£229,288.50**
Preliminaries			10.0%	£22,928.85
SUB-TOTAL				**£252,217.35**
Contingency			10.0%	£25,221.74
SUB-TOTAL				**£277,439.09**
Fees			13.0%	£36,067.08
OVERALL COST ESTIMATE				**£313,506.17**

New multi-purpose event space and enhancement of North Lane

Description	Quantity	Unit	Rate	Amount
Drainage		item		£15,000.00
Earthworks	600	m3	50	£30,000.00
Footways (Sawn/Textured Yorkstone)	500	m2	100	£50,000.00
Relay existing yorkstone	95	m2	35	£3,325.00
Type 1 Sub-base	224	m3	50	£11,200.00
150mm concrete roadbase	1161	m2	20	£23,220.00
Granite kerbing	250	m	50	£12,500.00
Relay existing granite kerbing	80	m	30	£2,400.00
Sawn Granite Setts	1161	m2	120	£139,320.00
Plane and resurface c/way	1640	m2	13	£21,320.00
Resin bonded aggregate	1640	m2	22	£36,080.00
Decorative lighting/EDF connection	15	no	1500	£22,500.00
Trees and tree pits	30	no	2500	£75,000.00
Signage/Bollards/Banners		item		£10,000.00
Street Furniture (seats/bins/cycle racks)		item		£20,000.00
SUB-TOTAL				**£471,865.00**
Construction Cost Inflation	2 years		5.0%	£23,593.25
SUB-TOTAL				**£495,458.25**
Preliminaries			10.0%	£49,545.83
SUB-TOTAL				**£545,004.08**
Contingency			10.0%	£54,500.41
SUB-TOTAL				**£599,504.48**
Fees			13.0%	£77,935.58

OVERALL COST ESTIMATE **£677,440.07**

New public squares at Westgate Towers and improved public realm access to Guildhall

Description	Quantity	Unit	Rate	Amount
Drainage		item		£10,000.00
Earthworks	905	m3	50	£45,250.00
Footways (Sawn/Textured Yorkstone)	700	m2	100	£70,000.00
Relay existing yorkstone	100	m2	35	£3,500.00
Type 1 Sub-base	336	m3	50	£16,800.00
150mm concrete roadbase	1774	m2	20	£35,480.00
Granite kerbing	150	m	50	£7,500.00
Relay existing granite kerbing	200	m	30	£6,000.00
Sawn Granite Setts	1774	m2	120	£212,880.00
Decorative lighting/EDF connection	8	no	1500	£12,000.00
Trees and tree pits	6	no	2500	£15,000.00
Signage/Bollards/Banners		item		£15,000.00
Street Furniture (seats/bins/cycle racks)		item		£20,000.00
SUB-TOTAL				**£469,410.00**
Construction Cost Inflation	2 years		5.0%	£23,470.50
SUB-TOTAL				**£492,880.50**
Preliminaries			10.0%	£49,288.05
SUB-TOTAL				**£542,168.55**
Contingency			10.0%	£54,216.86
SUB-TOTAL				**£596,385.41**
Fees			13.0%	£77,530.10

OVERALL COST ESTIMATE **£673,915.51**

6 Connecting the Museum of Canterbury to the High Street

Description	Quantity	Unit	Rate	Amount
Drainage		item		£10,000.00
Earthworks	425	m3	50	£21,250.00
Footways (Sawn/Textured Yorkstone)	200	m2	100	£20,000.00
Relay existing yorkstone	200	m2	35	£7,000.00
Granite Kerbing	100	m	50	£5,000.00
Relay existing granite kerbing	170	m	30	£5,100.00
Type 1 Sub-base	164	m3	50	£8,200.00
150mm concrete roadbase	786	m2	20	£15,720.00
Sawn Granite Setts	786	m2	120	£94,320.00
Decorative lighting/EDF connection	5	no	1500	£7,500.00
Museum Forecourt improvements		item		£30,000.00
SUB-TOTAL				**£224,090.00**
Construction Cost Inflation	2 years		5.0%	£11,204.50
SUB-TOTAL				**£235,294.50**
Preliminaries			10.0%	£23,529.45
SUB-TOTAL				**£258,823.95**
Contingency			10.0%	£25,882.40
SUB-TOTAL				**£284,706.35**
Fees			13.0%	£37,011.82

OVERALL COST ESTIMATE **£321,718.17**

7 Connecting World Heritage Sites

Description	Quantity	Unit	Rate	Amount
Drainage		item		£20,000.00
Earthworks	2171	m3	50	£108,550.00
Footways (Sawn/Textured Yorkstone)	2746	m2	100	£274,600.00
Relay existing yorkstone	792	m2	35	£27,720.00
Type 1 Sub-base	878	m3	50	£43,900.00
150mm concrete roadbase	3502	m2	20	£70,040.00
Granite kerbing	1000	m	50	£50,000.00
Relay existing granite kerbing	250	m	30	£7,500.00
Sawn Granite Setts	3502	m2	120	£420,240.00
Plane and resurface c/way	2218	m2	13	£28,834.00
Resin bonded aggregate	2218	m2	22	£48,796.00
Decorative lighting/EDF connection	20	no	1500	£30,000.00
Signage/Bollards/Banners		item		£20,000.00
Street Furniture (seats/bins/cycle racks)		item		£20,000.00
SUB-TOTAL				**£1,170,180.00**
Construction Cost Inflation	2 years		5.0%	£58,509.00
SUB-TOTAL				**£1,228,689.00**
Preliminaries			10.0%	£122,868.90
SUB-TOTAL				**£1,351,557.90**
Contingency			10.0%	£135,155.79
SUB-TOTAL				**£1,486,713.69**
Fees			13.0%	£193,272.78

OVERALL COST ESTIMATE **£1,679,986.47**

8 Extending the King's Mile to Northgate

Description	Quantity	Unit	Rate	Amount
Drainage		item		£30,000.00
Earthworks	355	m3	50	£17,750.00
Footways (Sawn/Textured Yorkstone)	250	m2	100	£25,000.00
Relay existing yorkstone	200	m2	35	£7,000.00
Type 1 Sub-base	145	m3	50	£7,250.00
150mm concrete roadbase	611	m2	20	£12,220.00
Granite kerbing	150	m	50	£7,500.00
Relay existing granite kerbing	200	m	30	£6,000.00
Sawn Granite Setts	611	m2	120	£73,320.00
Plane and resurface c/way	1250	m2	13	£16,250.00
Resin bonded aggregate	1250	m2	22	£27,500.00
Decorative lighting/EDF connection	10	no	1500	£15,000.00
Signage/Bollards/Banners		item		£20,000.00
Street Furniture (seats/bins/cycle racks)		item		£20,000.00
SUB-TOTAL				**£284,790.00**
Construction Cost Inflation	2 years		5.0%	£14,239.50
SUB-TOTAL				**£299,029.50**
Preliminaries			10.0%	£29,902.95
SUB-TOTAL				**£328,932.45**
Contingency			10.0%	£32,893.25
SUB-TOTAL				**£361,825.70**
Fees			13.0%	£47,037.34

OVERALL COST ESTIMATE **£408,863.04**

9 The Parade, High Street and St. Peter's Street

Description	Quantity	Unit	Rate	Amount
Drainage		item		£60,000.00
Earthworks	927	m3	50	£46,350.00
Footways (Sawn/Textured Yorkstone)	800	m2	100	£80,000.00
Relay existing yorkstone	715	m2	35	£25,025.00
Relay granite channel	946	m	50	£47,300.00
Sawn Granite Setts	4170	m2	120	£500,400.00
Decorative lighting/EDF connection	30	no	1500	£45,000.00
Signage/Bollards/Banners		item		£30,000.00
Street Furniture (seats/bins/cycle racks)		item		£30,000.00
SUB-TOTAL				**£864,075.00**
Construction Cost Inflation	2 years		5.0%	£43,203.75
SUB-TOTAL				**£907,278.75**
Preliminaries			10.0%	£90,727.88
SUB-TOTAL				**£998,006.63**
Contingency			10.0%	£99,800.66
SUB-TOTAL				**£1,097,807.29**
Fees			13.0%	£142,714.95

OVERALL COST ESTIMATE **£1,240,522.23**

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